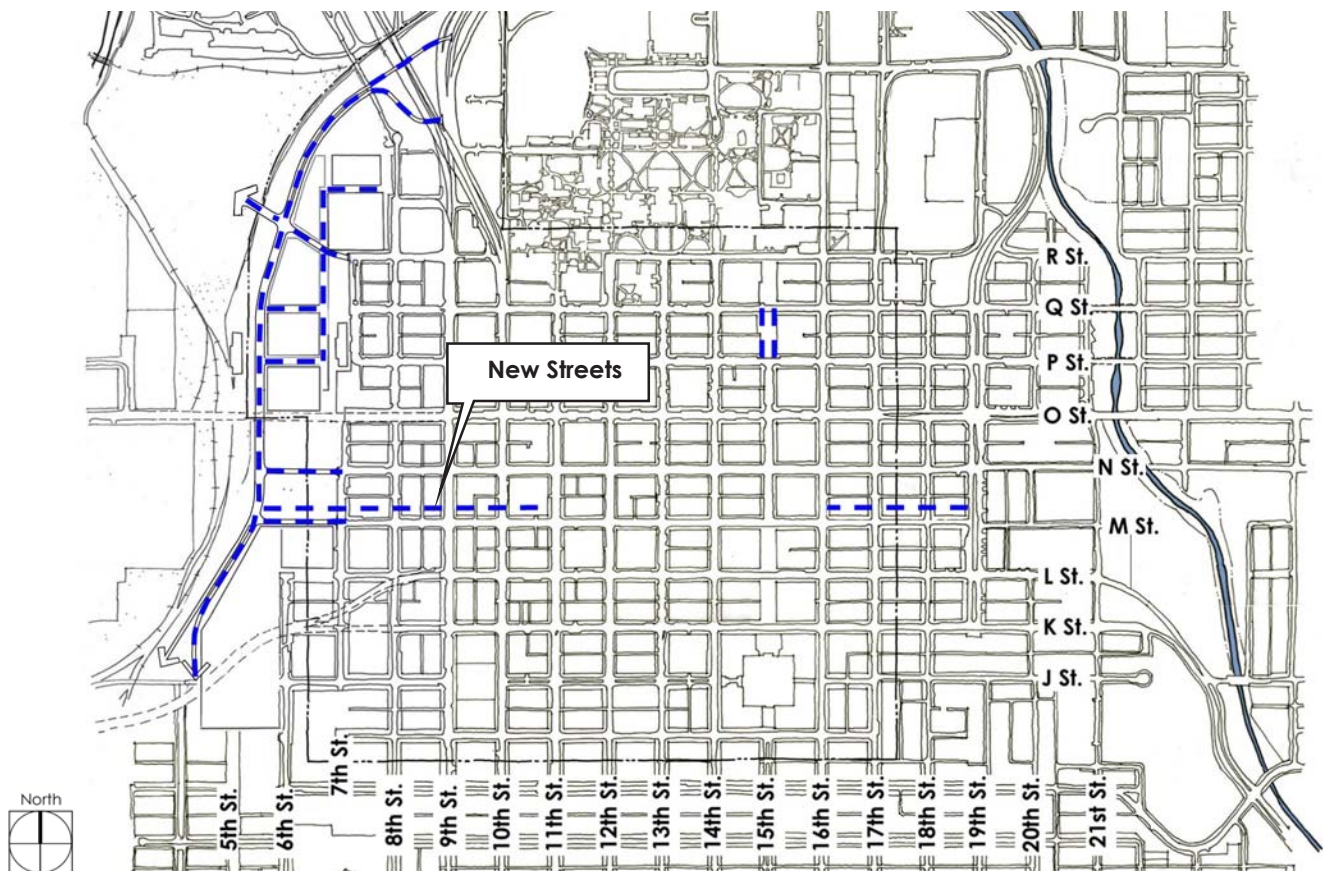


New Circulation Opportunities

Possible street enhancements could provide circulation for new development and improve movement within existing districts. These streets may be constructed all at once or in phases as part of individual redevelopment proposals. The new streets could include:

- **West Haymarket** – a grid of streets within the redevelopment of the existing railyards.
- **M Street** – pedestrian-friendly access along the proposed M Street park blocks and adjacent development between 7th and 11th to the west, and 16th and 19th to the east.
- **Centennial Mall** – a new north/south “couplet” of streets on the block of Centennial between P and Q Streets at a minimum.



West Haymarket Street Grid

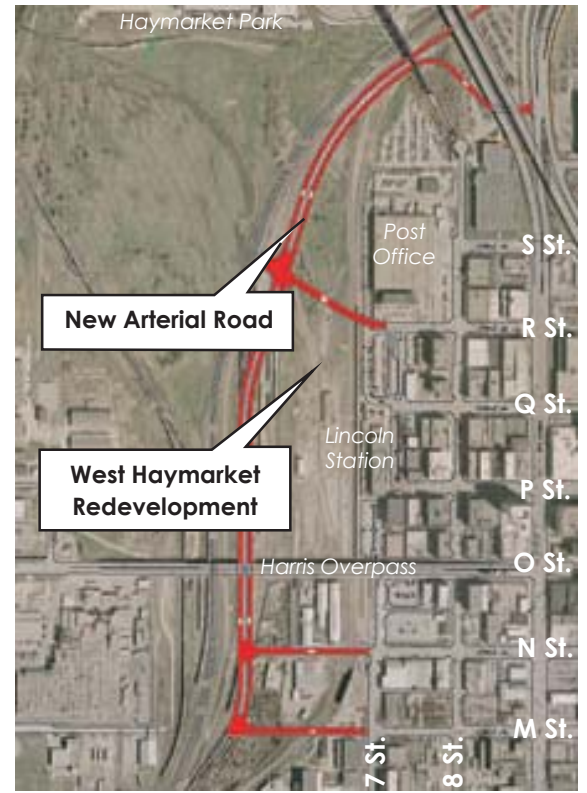
New streets in the mixed-use redevelopment area of the railyards would provide access to potential convention and arena facilities indicated in the land use framework.

The West Haymarket street grid could include:

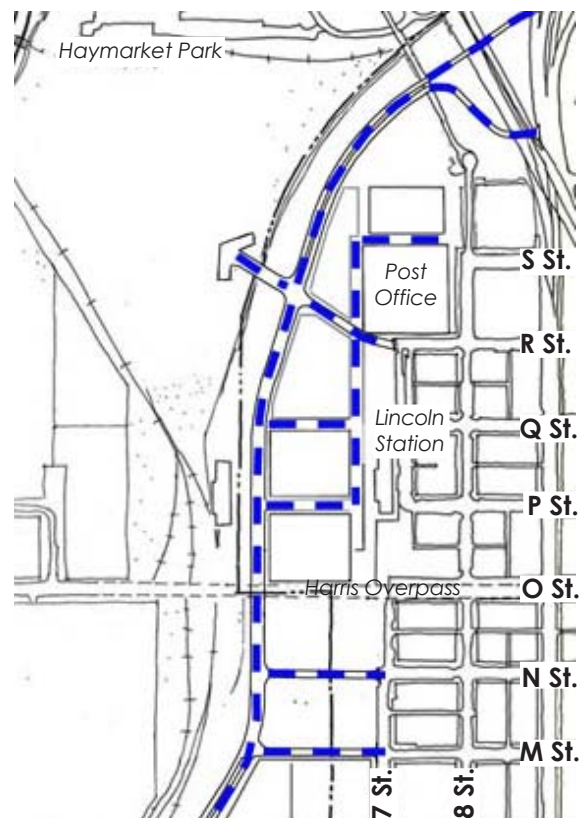
- An arterial loop to provide regional and auto/truck access/egress to the Interstate Highway.
- Extension of the existing grid pattern to improve local circulation and access to new development sites.

Connections should be studied to provide access to:

- Harris Overpass
- Capitol Parkway
- Haymarket Park



City Initiated Study

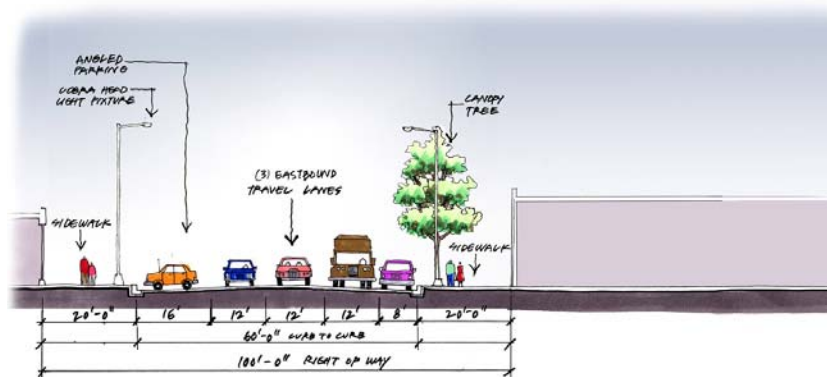


Possible West Haymarket Street Grid

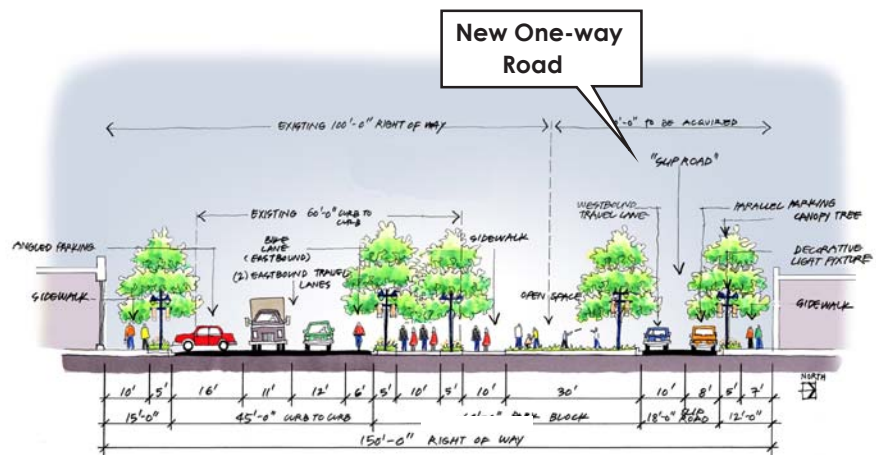
M Street

Outside of the existing M Street right-of-way, and separated from the main travel lanes by a landscaped median, the new M Street streets would provide auto travel one-way westward – thus allowing autos traveling on the main, eastbound M Street roadway to loop back in the opposite direction at each block.

These new streets are different from the “parallel access streets” discussed earlier as part of the Retail Boulevard; the parallel access streets are within the existing right-of-way (rather than adjacent to it) and provide travel in the same direction as the adjacent roadway (instead of in the opposite direction).



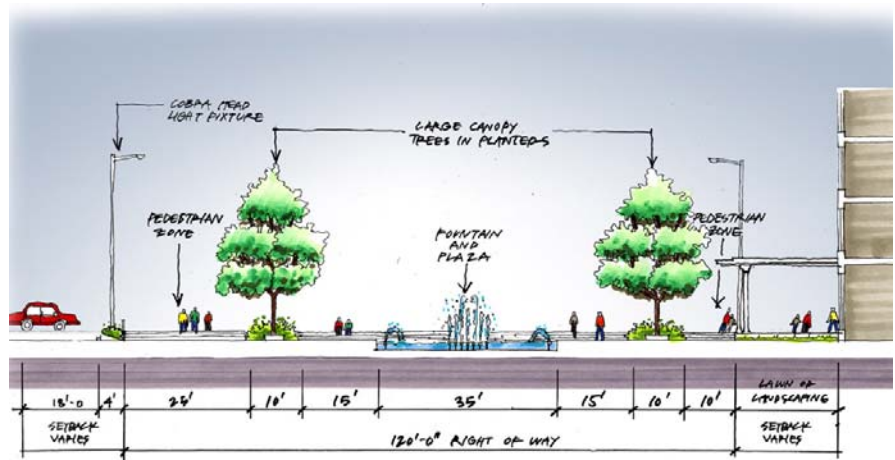
Existing M Street Between 7th and 11th and 16th and 19th Streets



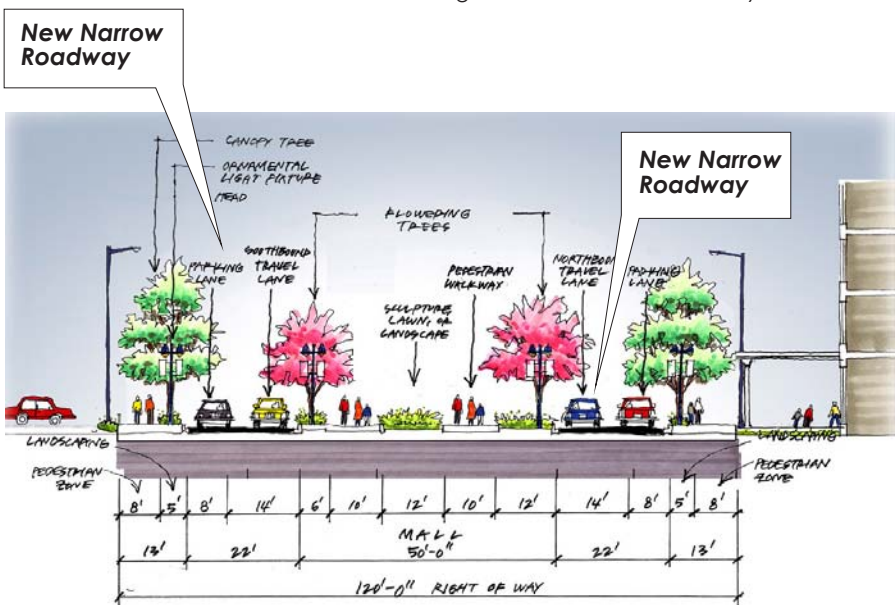
Proposed M Street Section with New One-way Road

Centennial Mall

While the new north/south street couplet should be provided on the block of Centennial between P and Q streets at a minimum, consideration should be given to providing the same system of one-way auto access along the mall between Q and R Streets.



Existing Centennial Pedestrian-Only Mall Section



Proposed Centennial Mall Section with New North/South Couple Street

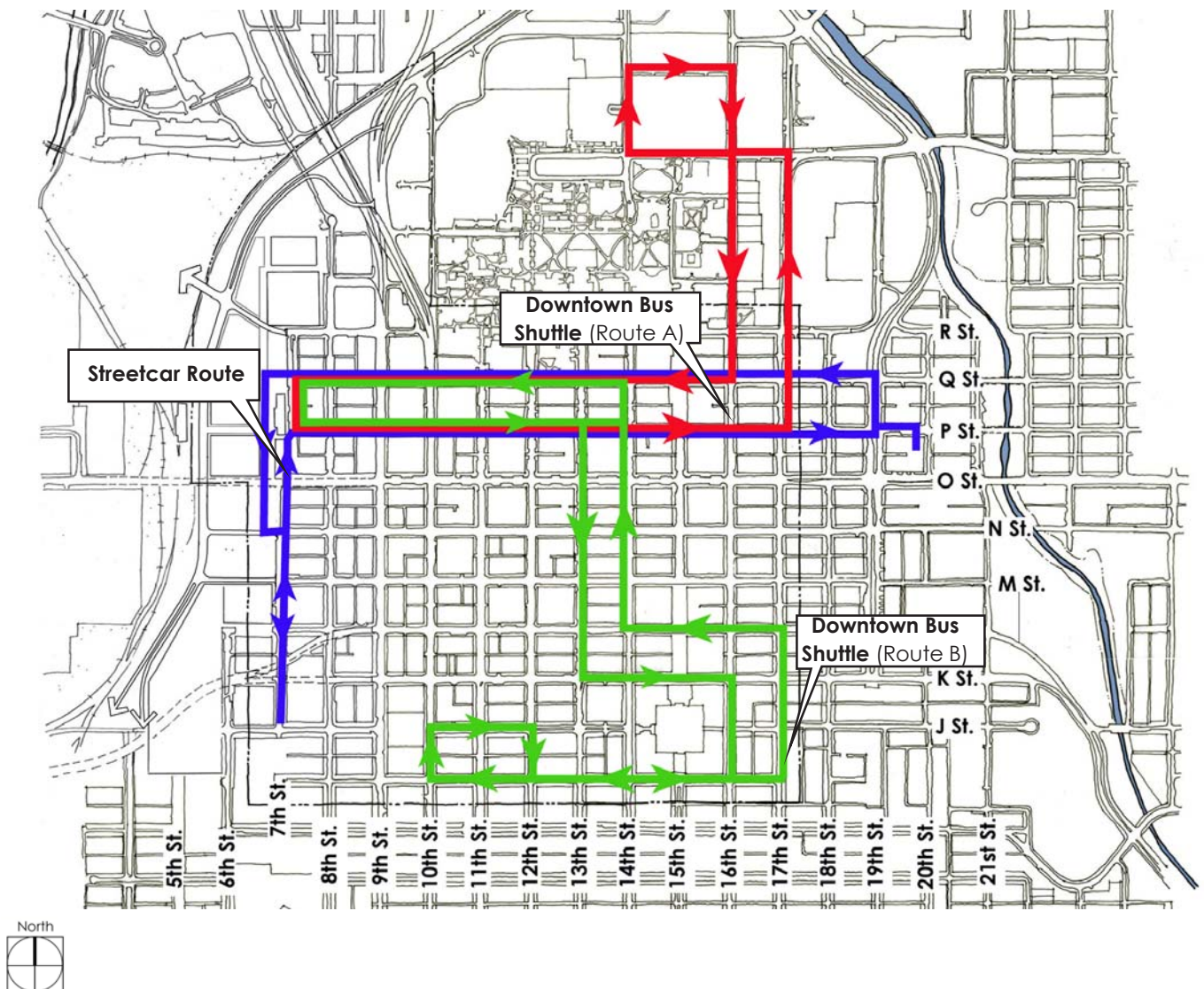
Transit Services Framework

The transit services framework sets forth a bold yet achievable vision. It is intended to provide easy and convenient access to destinations within downtown, as well as connections to and from outlying areas with fast and easy transfers.

The framework components are:

- **Downtown Bus Shuttle System** – short- and long-term services.
- **Multi-modal center** – siting and development of a new downtown center.
- **Streetcar** – concepts for a rail circulator in the long-term.

These Lincoln downtown transit services are explained in the pages that follow. Additional information and detail are provided in the *Downtown Master Plan Shuttle Circulator and Multi-modal Transit Center Siting Report* prepared by Nelson-Nygaard Associates in support of and in concert with the Lincoln Downtown Master Plan.



Transit Framework Diagram

Downtown Bus Shuttle System

Two shuttle bus routes are proposed; The vehicles would be rubber-tired and service would be implemented in the short-term.

Key principles that would apply to the design of the shuttle service are:

- **Simple, two-way routes** – focus on straightforward, easy to understand two-way travel; one-way loops discourage passengers who wish to travel in both directions.
- **Frequent service** – plan twelve-minute intervals between buses.
- **“Design branding”** – signature, memorable design of buses and shelters will increase system identification.

Two new shuttle routes, A & B, will

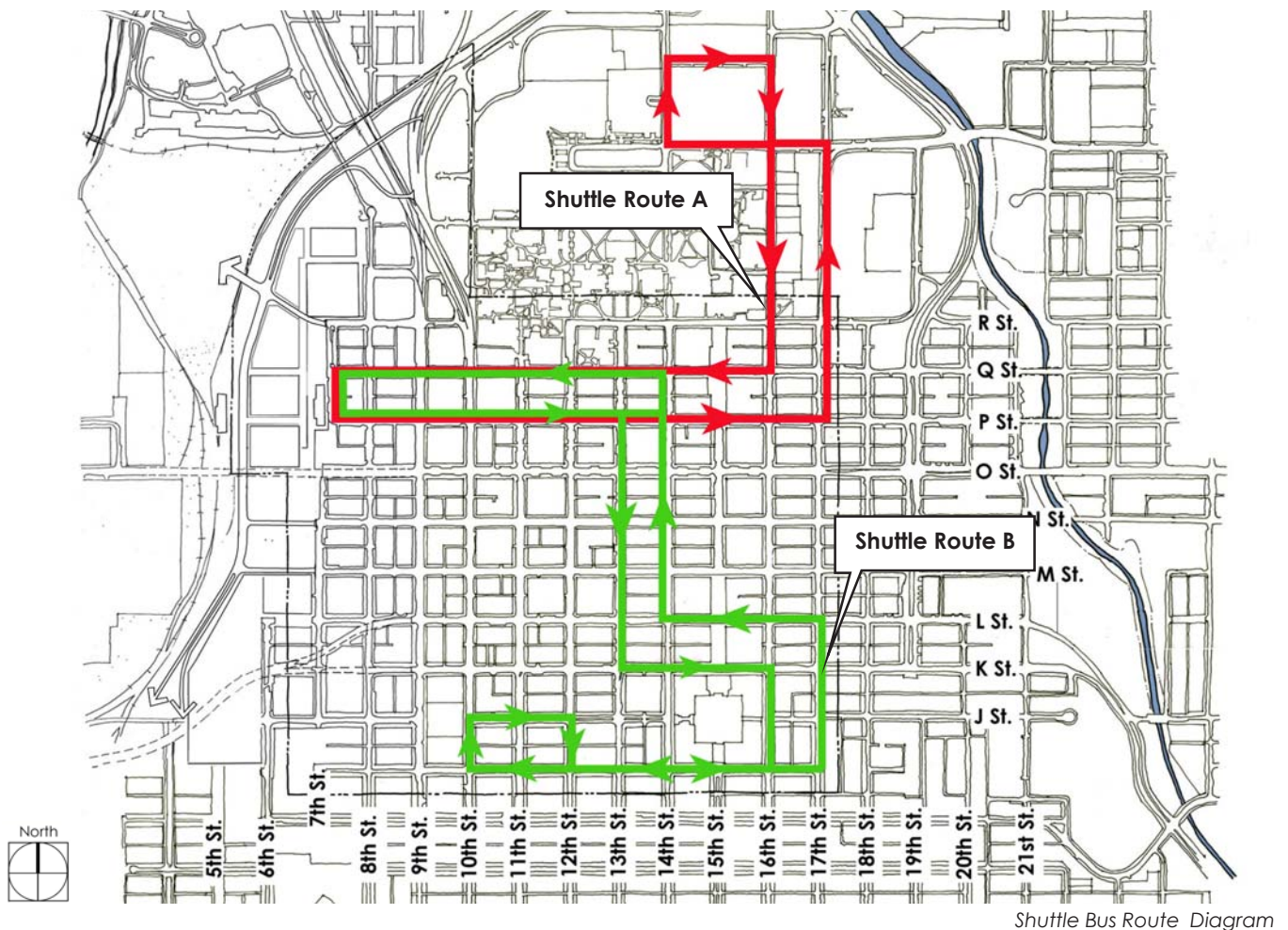
connect major destinations – UNL, the primary retail district, the Haymarket, the core business/financial district, and the Capitol area. These routes will serve the student population, as well as those who live and work south and west of the downtown area.

Route A

- Connections from the UNL campus via 16th and 17th Streets to the Q Street transit center and on to the Haymarket District and primary retail on P Street.

Route B

- Connections between the Capitol, the core business district, the Haymarket, P Street primary retail, and the Q Street multi-modal center.



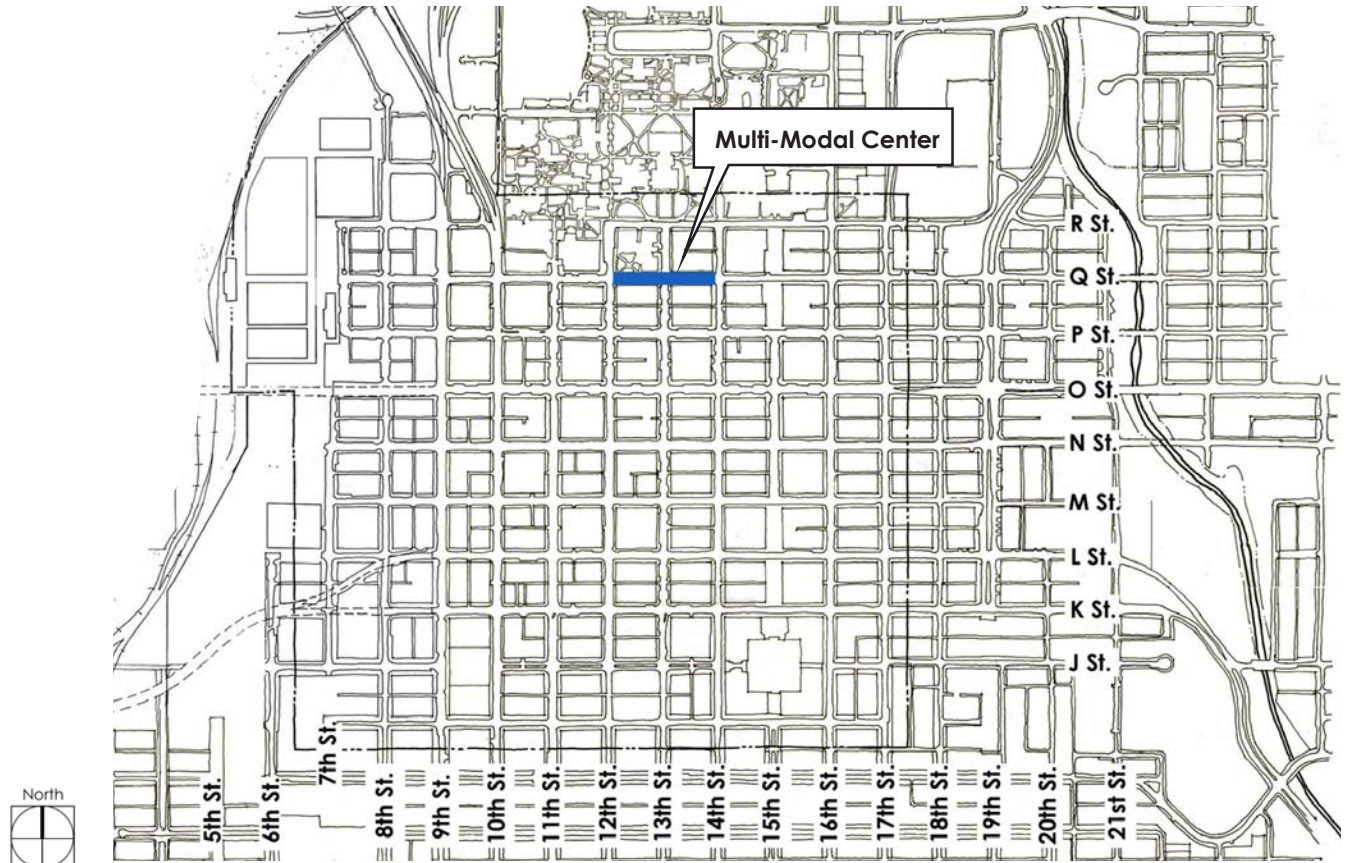
Shuttle Bus Route Diagram

Multi-Modal Center

The multi-modal transit center would be located on Q Street generally in the area between 12th and 14th Streets. It would include an exclusive bus lane and shelters on the north side of these blocks of Q Street, as well as transit facilities (described on the next page) housed in a new building at 14th and Q.

The center would be designed to enhance and encourage transit use, bicycle use, and pedestrian activity into and within downtown. It would provide:

- **StarTran transfer improvements** – safer and more convenient opportunities for passengers changing routes downtown.
- **Close connection to the UNL shuttle system** – located one block north on R Street.
- **Convenient access to downtown area destinations** – especially the primary retail district and UNL campus.
- **Amenities** – improved facilities and services for StarTran patrons.
- **Pedestrian connectivity** – to nearby streets, including Centennial Mall.
- **Bike access and storage** – safe and convenient connections and facilities for bicyclists.
- **Public information** – central location for explanatory maps and services related to StarTran and other alternative transportation options.



Transit Center Diagram

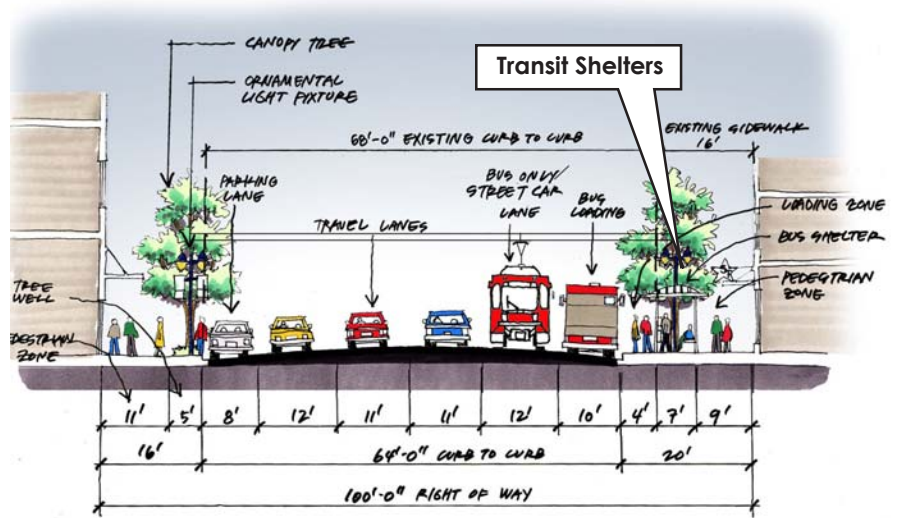
Q Street Multi-Modal Center

The drawings on this page illustrate the multi-modal center concept proposed for Q Street. The center's uses would occupy the north side of Q Street between 12th and 14th Streets, each of which would offer two-way travel.

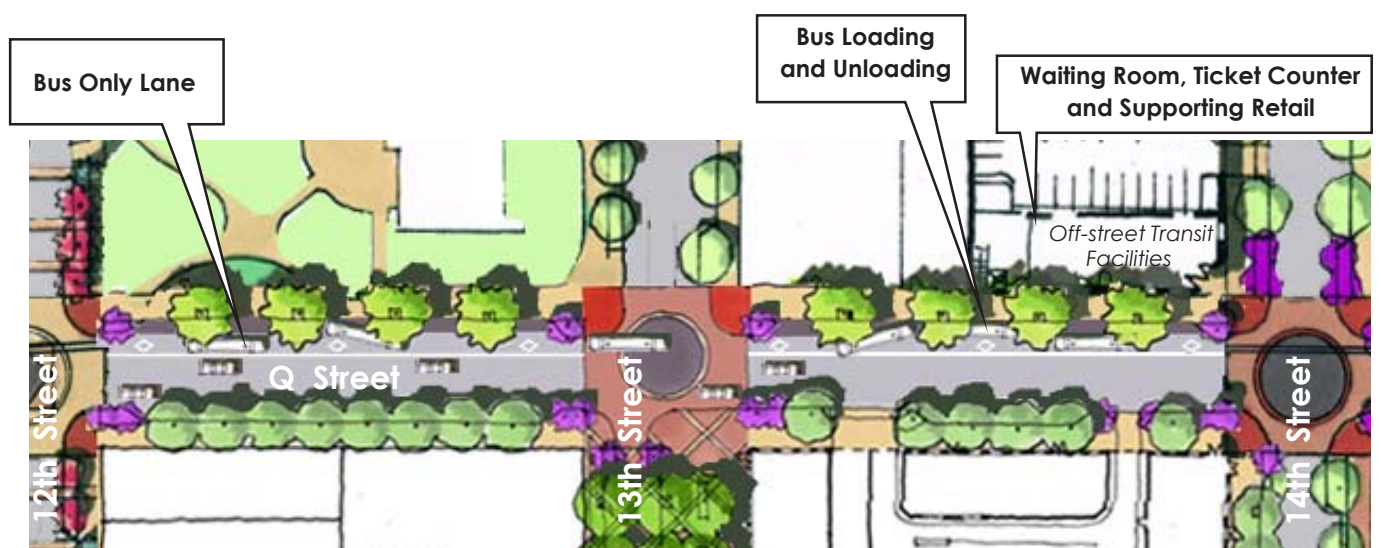
As part of a proposed new building on the northwest corner of Q and 14th, the transit center could include:

- Passenger waiting room.
- Ticket and information counter.
- Driver break room.
- Bike lockers.
- Passenger and driver restrooms.
- Approximately 7,000 SF for transit-supportive uses, including ground floor retail.

The transit center would require the widening of sidewalks along the two north block faces of Q between 12th and 14th Streets to accommodate new shelters.



Proposed Transit Center at Q Street Section



Proposed Transit Center at Q Street

Streetcar System

Unlike bus transit services, which are typically used solely for commuter trips or “lifeline” transportation for people who do not own a car or cannot drive, streetcars provide transit for a broader user market. In fact, streetcar lines have been used in recent years in various cities across the nation as a catalytic tool for mixed-use district development.

While the streetcar mode may be a long-term project, all efforts to expedite its implementation will, in turn, foster earlier and increased private sector development along its route.

As an explicit development-inducing tool, streetcars are effective for several reasons:

- **Successful track record of attracting development** – a number of cities with recent streetcar investments (Tacoma, WA and Buffalo, NY, for example) credit the streetcar with catalyzing development in infill neighborhoods.
- **The permanence of rail** – the commitment involved in building a fixed rail line can be a convincing factor in influencing developers, residents and businesses to invest in properties near the rail line. No such situation occurs with bus routes, which can be easily rerouted.
- **The streetcar line provides a physical “focus”** – transit-oriented development organizes around the streetcar station stops and travel routes, spreading out within a convenient, quarter-mile walking radius.
- **Developers are often willing to participate in financing** – in Portland and other cities, developers were willing to “tax themselves” either through fees, benefit districts, or other forms of exaction, to receive the benefits of a fixed streetcar system. There is no similar relationship between developers and



Streetcar



Vintage Trolley Car

buses. In fact, developers often oppose the facilities needed to run a reliable bus network or relegate them to the “back door” of their development.

- **Streetcars attract tourists and “occasional riders”** – with streetcars, a particular market for “choice” riders is tourists. Rail systems in

general, and vintage streetcar systems in particular, have many qualities that tourists value. As cities continue to evolving into culture, recreation, and convention centers, the needs of tourists become an ever more important concern in planning transit infrastructure.

Streetcar Route

The diagram below illustrates the planned streetcar alignment. This basic east-west line would connect the Haymarket District with Downtown, operating on the P and Q Streets couplet and serving the heart of the downtown retail and entertainment district.

P Street and East

On P Street continuing east, the line would enter Antelope Valley and terminate at the historic Rock Island Railroad Station at 19th Street.

This landmark railroad facility provides an excellent opportunity to fulfill the functional need for a streetcar maintenance and storage facility while maintaining the historic significance of the site.

Many cities have incorporated streetcar maintenance facilities into historic rail station buildings, creating visitor centers or small rail museums that share historic information and often become a tourist destination.

North and South

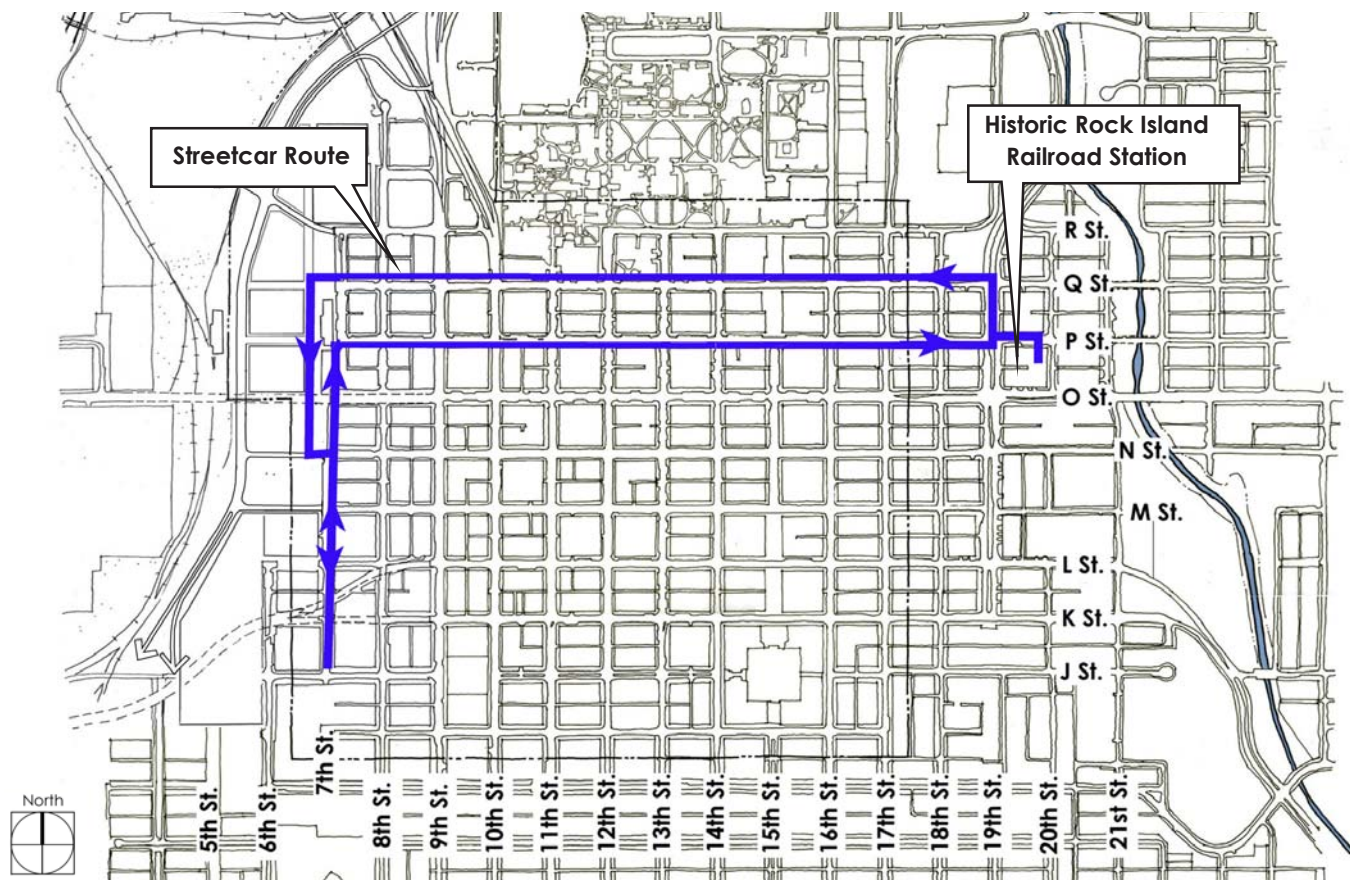
The line would also continue south of the Haymarket on 7th to serve an area proposed for high-density mixed-use and commercial redevelopment. In this area, a streetcar line could help to catalyze development and spur investment in new transit-oriented development. This portion of the alignment relies on new streets proposed elsewhere in the Lincoln Downtown Master Plan.

Q Street and West

Running westbound on Q Street, the line would travel north of the Lincoln rail station and turn south on 6th Street. It would travel south on 6th Street to N Street, turn east briefly to 7th Street and then traveling south to its terminus at J Street. Returning northbound, the line would remain on 7th Street to P Street.

Right-of-Way

Crossing the block between O and P Streets would require dedication of right-of-way, as this is not currently a through street. Right-of-way for the streetcar line should be incorporated into any redevelopment for this block.



Streetcar Route Diagram

Bicycle Framework

The bicycle system is intended to provide a range of cycling opportunities for commuters and recreational cyclists.

Bicycle Lanes

Bicycle lanes on 11th and 12th Streets and M and N Streets create north-south and east-west couplets that create a route into the downtown core and connections to bike trails on the outskirts of the city. Back-in angled parking along these four streets provides a safer on-street route for bikers.

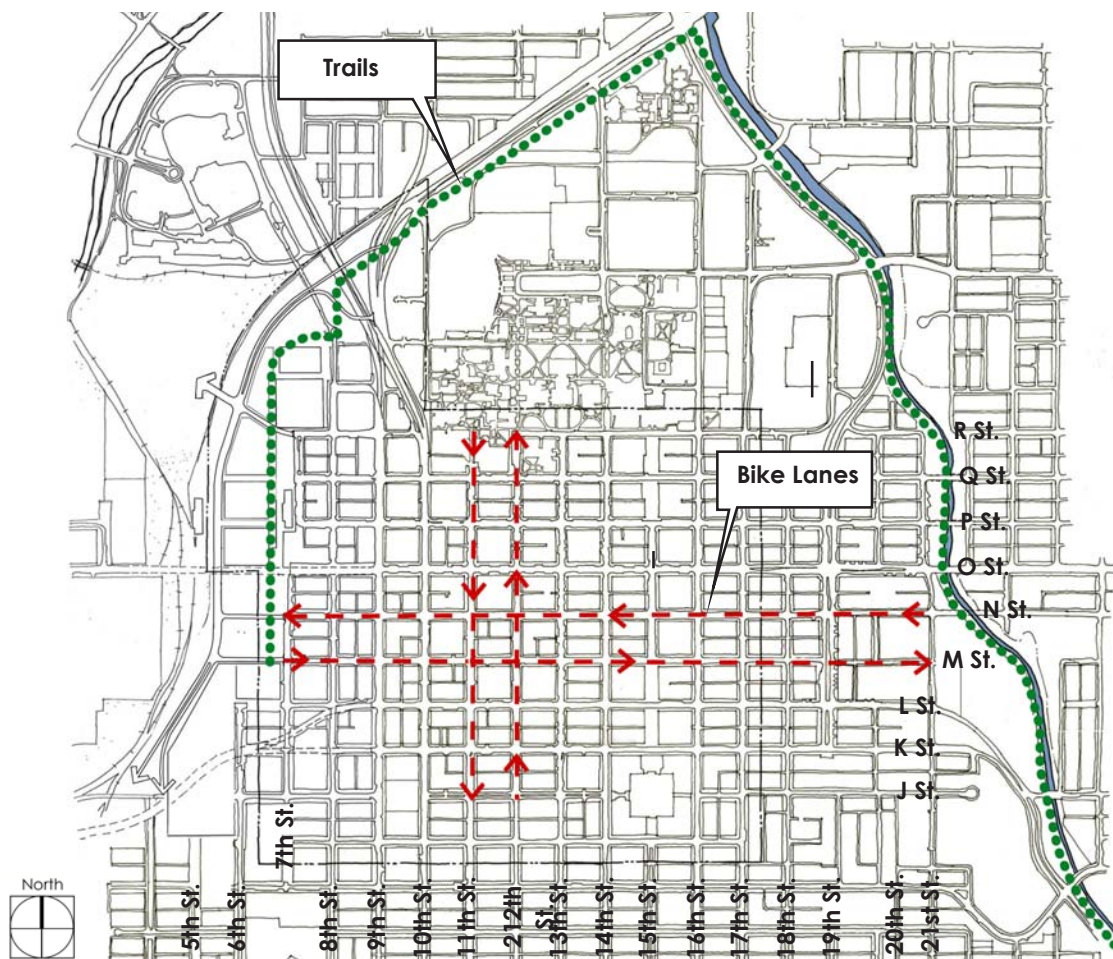
- **11th Street** – the bicycle lane is placed on the left-hand side of the street (from the driver's perspective) to minimize conflict with frequent bus traffic.

- **12th & N streets** – the bicycle lane is on the right-hand side of the road next to the traditional “slow lane.”
- **M Street** – the bicycle lane is placed along the left-hand side of the street. This allows the bicyclists to ride alongside the park blocks where they can enjoy the view and avoid the parked cars along the right-hand side of the street.

Trails

- Bike trails on the outskirts of the Downtown form a loop that connects from the northernmost part of the UNL campus to the M and N on-street bike lanes.
- Downtown bicycle lanes should always provide efficient connections to the city's overall trails network.

Additional information and detail are provided in the *On Street Bike Lanes Preferred Plan Memo* prepared by Nelson-Nygaard Associates in support of and in concert with the Lincoln Downtown Master Plan.



Bicycle Transportation Framework